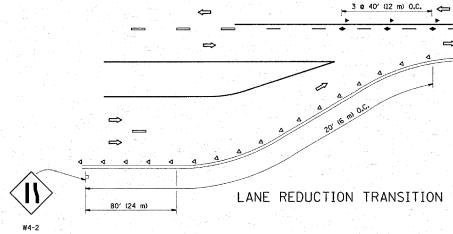
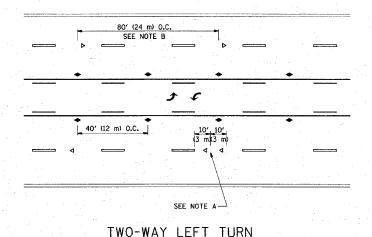


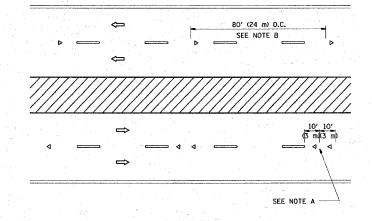
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY





MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

- 1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
- 2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
- 3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

LANE MARKER NOTES

- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

SYMBOLS

- YELLOW STRIPE

WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

DESIGN NOTES

- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- 3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
- MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

3 e 80' (24 m) 0.C. | MINIMUM OF 3 W | EQUALLY SPACED | 3 e 80' (24 m) 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 3 e 80' (24 m) 0.C. | | 40' (12 m) | 0.C. | 2 m | 0.C. | | 40' (12 m) | 0.C. | 3 e 80' (24 m) 0.C. | | 40' (12 m) | 0.C. | 3 e 80' (24 m) 0.C. | | 40' (12 m) | 0.C. | 3 e 80' (24 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m) 0.C. | | 40' (12 m) | 0.C. | 40' (12 m

LEFT TURN

All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = USER NAME = ouky DESIGNED - REVISED - T. RAMMACHER 09-19-94
Windowstetd\22x34\toll.dgn
PLOT SCALE = 50.000 '/ IN. CHECKED - REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/28/2008 DATE - REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS

RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.